

COUNTRY	Eastern Germany	REPORT	
TOPIC	Laerz Airfield		50X1-HUM
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT			50X1-HUM
DATE OBTAINED		DATE PREPARED	13 August 1952
REFERENCES			
PAGES	4	ENCLOSURES (NO. & TYPE)	
REMARKS			
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1. The following fuel shipments from Velten arrived at Laerz airfield in June 1952:

Date	Number of Railroad Tank Cars
5 June	3
	5
10 June	3
	3
12 June	1
13 June	2
16 June	4
	4
25 June	7

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(1)

2. The following aircraft and air activities were observed at the field between 22 June and 5 July 1952:

22 June. Two biplanes and 36 or 37 MiG-15s or type-29 planes were parked at the field. 24 to 28 June. There was intensive flying on all days.

29 June. At 7:15 p.m., 38 MiG-15s or type-29 planes were counted at the field.

2 July. About 5 a.m., a twin-engine approached and apparently landed at the field.

About 7:10 a.m., the take-off of a twin-engine plane was heard. A B-25 plane landed at the field about 10:40 a.m., taxied to the southern end of the runway and was parked there. It took off about 1:30 p.m. Aircraft counted at the field included 38 MiG-15s or type-29 planes, 2 biplanes, 1 single-engine, low-wing monoplane, 1 B-25 and 3 planes of an unidentified type.

3 July. At 8 a.m., 38 MiG-15s or type-29 planes, 2 single-engine, low-wing monoplanes and 2 biplanes were counted at the field. Of these planes 20 MiG-15s, 2 single-engine planes and 2 biplanes were parked on the dispersal area of the southwestern taxiway, 10 MiG-15s or type-29 planes near the new buildings, and 8 MiG-15s of the alert flight at the south end of the runway.

5 July. At 4:30 p.m., 38 or 39 MiG-15s or type-29 planes, 1 single-engine, low-wing monoplane and 2 biplanes were counted at the field. (2)

3. On 8 June, about 200 ammunition boxes were piled up on the loading ramp of Rechlin railroad station. Each box was about 80 centimeters long, 50 centimeters wide,

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25 centimeters high and had a handle at its front side. (3)

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4. On 5 July, two railroad tank cars left Ellerholz railroad station for Dangarten.

(4)

5. The radar set which, after some interval, was again observed at Rechlin-Loggenthin airfield on 19 March, was still there. (5)

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6. The following motor vehicles were observed passing through Vimmerow in both directions on 3 and 4 July: trucks

On 5 July: trucks

tank trucks

and jeep were seen. (6)

7. The following observations were made at the field between 4 and 15 July:

4 to 11 July. There was local flying at the field and strafing and firing at sleeveless targets west of Klopzow. 50X1-HUM

12 July. At 3:55 a.m., an alert was heard from the direction of Laerz airfield. Shortly after 4 a.m., the loud noise of cars was heard moving toward the field. At 4:15 a.m., three MiG-15 or type-29 planes took off. About 5:20 a.m., the swept-back jet fighters which were parked along the taxiway were towed by a truck in order to give greater dispersal. At 5:30 a.m., a biplane landed at the field coming from the direction of Wittstock. In the evening, 41 MiG-15s or type-29 planes, 2 biplanes, and 1 single-engine, low-wing monoplane with a propeller hub were observed at the field. 50X1-HUM

15 July. Parachute jumps were made near Sprot Hill north of Laerz airfield. (7)

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8. motor vehicles were observed passing through Vimmerow on 5 and 7 July.

9. The following air activity was observed at the field between 27 June and 11 July:

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27 June. About 43 MiG-15s or type-29 planes were parked at the field, 38 of which were counted.

30 June. Flying was observed over the field. About 4 p.m., eight MiG-15s flew in two formations of four side-by-side at an altitude of 2,000 to 3,000 meters.

1 July. There was air activity. Between 1 and 5 p.m., MiG-15s took off in elements of two.

2 July. Flying was practiced over the field.

3 July. Between 1 and 2:15 p.m., MiG-15s took off in flights with intervals of 2 to 3 minutes between the individual flights.

4 July. Between 8 a.m. and 8 p.m., individual take-offs were made by MiG-15s. Between 7 and 8 p.m., eight MiG-15s practiced aerobatics and air attacks.

5 July. At 7 a.m., 36 MiG-15s or type-29 planes flying in nine flights crossed Roebel at an altitude of 2,500 to 3,000 meters. Between 8 a.m. and 8 p.m., take-offs were made by MiG-15s or type-29 planes.

7 July. Between 7:30 a.m. and 1 p.m., about 60 take-offs were made by MiG-15s. In the air, the aircraft assembled in formations and flew at an altitude of about 2,000 meters. Eight MiG-15s or type-29 planes engaged in aerobatics at high altitudes from 7 p.m. to nightfall.

8 July. Between 7:30 a.m. and 1 p.m., about 50 take-offs were made by MiG-15s or type-29 planes, usually in elements of two. Between 11 a.m. and noon, firing was practiced at sleeve targets by MiG-15s or type-29 planes.

9 July. About 75 take-offs were made by MiG-15s or type-29 planes between 7 a.m. and 6 p.m. The aircraft practiced flying in formations of up to eight planes.

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11 July. Fifty-five landings were made by MiG-15s or type-29 planes between 8 a.m. and 1 p.m. At 2 p.m., 38 MiG-15s or type-29 planes were counted at the field and an additional 15 planes of the same type were estimated there.

10. On 8 July, truck [] was observed at the field.

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11. The following observations were made at the field between 23 June and 18 July:

23 June. Individual take-offs were made by jet fighters between 7 a.m. and 2 p.m. and between 6 and 8 p.m. 50X1-HUM

25 June. Flying was practiced between 4 a.m. and midnight. Strafing was observed in Klopzow between 10 and 11 a.m. 50X1-HUM

26 June. Individual take-offs were made by MiG-15s between 7 a.m. and 4 p.m.

27 June. Aircraft [] were flown. 50X1-HUM

28 June. Flying was observed between 7 a.m. and 11 p.m. 50X1-HUM

2 July. Flying was practiced between 5 a.m. and 7 p.m.

3 July. There was air activity between 10 a.m. and 9 p.m.

4 July. Flying was observed between 7 a.m. and 2:30 p.m. Strafing was practiced in Klopzow between 11 a.m. and 2:30 p.m.

7 July. Between 1 and 6 p.m., there was flying at the field. 50X1-HUM

8 July. Flying was observed between 7 a.m. and 6 p.m.

9 July. Between 8 a.m. and 4 p.m., aircraft practiced flying individually and in formations.

10 July. Flying was practiced between 4 and 6 p.m. []

12 July. There was flying between 6:30 a.m. and 2 p.m.

14 July. Between 6:30 a.m. and 5 p.m., flying was practiced usually in elements of two. 50X1-HUM

17 July. Jet fighters practiced flying between 8 a.m. and noon and between 2 and 4:30 p.m.

18 July. There was flying between 10 a.m. and 8 p.m. []

[] Between 10 and 10:40 a.m., parachute jumps were made from a twin-engine plane. (7) Trucks []

[] were observed entering and leaving the field. 50X1-HUM

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(1)

[] all incoming railroad tank cars it is believed that the shipments reported represent the total shipments of fuel in June 1952. Available reports from the railroad tank car distribution point cover only the beginning of June. These reports are incomplete. 50X1-HUM

(2) Noteworthy is the fact that fewer MiG-15s were observed in early July than prior to mid-June 1952. []

(3) The crates probably contained newly shipped bombs.

(4) The information that two railroad tank cars were shipped by the ground unit of the fighter regiment in Laerz to the ground unit of a fighter regiment in Puetnitz was previously received [] It appears that,

between mid-June and about 11 July, elements of the units stationed in Laerz practiced flying at Puetnitz airfield and that, therefore, the fuel was shipped from Laerz to Puetnitz. It was also previously observed that fuel was shipped from a home field to another field where the unit was temporarily transferred for training purposes. The temporary absence of some MiG-15s from Laerz airfield would explain the smaller number of aircraft in Laerz during the period concerned. So far, no information has been received which confirms the absence of the planes.

(5) The radar set observed is a Dumbo type which is located north of the southern hangar at Rechlin-Roggenthin airfield. It belongs to the fighter division headquarters in Laerz, which is quartered in the Rechlin restricted area.

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- (6) The motor vehicle [redacted] observed belong [redacted] to the air force on 1 July 1952 [redacted]

- (7) The parachute jumps observed probably were part of the regular training program of the fighter regiments at Laerz airfield. [redacted]

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